

### **ARTICLE 3 - PARKING, LOADING AND ACCESS STANDARDS**

**Purpose and Intent** This article is to ensure the provision of adequate parking and loading areas for each land use. In addition, new development needs to demonstrate the capacity to accommodate, or illustrate the changes needed to accommodate, the traffic associated with the new development.

#### **3.1.0 APPLICABILITY**

**3.1.1 New Development** New development occurring after the effective date of this zoning ordinance shall comply with all parking, loading and access requirements of this article.

**3.1.2 Legally Nonconforming Development** Developments with legally nonconforming parking, loading and access areas on the effective date of this ordinance shall not increase their level of nonconformance through the acquisition of additional lands, or by modification of the existing layout. Developments may bring their properties into conformance at any time.

### 3.2.0 OFF-STREET PARKING REQUIREMENTS

**3.2.1 Parking Requirements Table** The number of parking stalls required for each land use classification is established in the Parking Requirements Table. In order to avoid the negative impacts of excessive parking areas, the Planning Commission has the discretion to treat the minimum parking standards as maximum standards.

- A. **Floor Area** For parking requirements that are based on the amount of square footage in buildings, calculations shall be on a gross floor area basis.
- B. **Number of Employees** For parking requirements that are based on the number of employees, calculations shall be based on the maximum number of employees working at the facility during the largest work shift in a single given day. Part-time workers are to be counted with full-time workers.
- C. **Multiple Uses** Lots containing more than one use shall provide parking equal to the total of the requirements for all of the individual uses; unless a special shared parking arrangement is approved by the Planning Commission.
- D. **Undetermined Uses** Commercial development in which the tenants have not been determined shall show that parking is sufficient to meet demand prior to occupancy.

<b>PARKING REQUIREMENTS TABLE</b>	
<b>USES</b>	<b>MINIMUM NUMBER OF STALLS</b>
<b>AGRICULTURE</b>	none
Intensive Agriculture	none
Nursery	1 stall per 250 square feet of sales area, plus 1 space per employee
Stables/Animal Boarding Facilities	1 stall per 5 horse stalls, plus 1 space per employee
<b>RESIDENTIAL</b>	
Single-Family	2 stalls per unit
Townhouses	2 stalls per unit
Accessory Dwelling/Apartment	1 stalls per unit
Mobile Home Dwelling	1.5 stalls per unit
Bed & Breakfast	1 stall per guest room, plus 2 spaces per dwelling unit
Boarding House	1 stall per guest room, plus 2 spaces per dwelling unit
Attached Senior Housing	1.5 stalls per unit
Accessory Home Day Care	same as primary use
Day Care Home	same as primary use
<b>INSTITUTIONAL/PUBLIC</b>	
Religious Institution	1 stall per 5 seats to maximum capacity
Educational Facility	
Elementary and Middle School	1 stall per teacher and staff member, plus 1 stall per 2 classrooms
High School	1 stall per teacher and staff member, plus 1 stall per 3 non-bused students
Adult Education	1 stall per teacher and staff member, plus 1stall per student
Day Care Center	1 stall per 5 students

<b>PARKING REQUIREMENTS TABLE (Continued)</b>	
<b>USES</b>	<b>MINIMUM NUMBER OF STALLS</b>
<b>INSTITUTIONAL/PUBLIC (Continued)</b>	
Retirement Center	to be determined by Planning Commission based on proposed project
Nursing Home	1 stall per 3 patient beds
Group Home (8 or more residents)	1 stall per staff member, plus 1 stall per driving resident
Cemetery	1 stall per employee
Funeral Home	1 stall per 3 seats to maximum capacity
Park	1 stall per 3 expected patrons at maximum capacity
Recreational and Athletic Facilities	1 stall per 3 expected patrons at maximum capacity, plus 1 stall per employee on largest work shift
Community Center	1 stall per 3 expected patrons at maximum capacity, plus 1 stall per employee on largest work shift
Charitable, Fraternal, or Social Organization	1 stall per 3 persons to maximum capacity
Emergency Services	1 stall per employee on largest work shift, plus 1 per company vehicle to be parked on-site
*Governmental/Civic	1 stall per employee on largest work shift, plus 1 per company vehicle to be parked on-site
Utility Facility	1 stall per employee on largest work shift, plus 1 per company vehicle to be parked on-site
<b>COMMERCIAL</b>	
Professional Office	1 stall per 250 square feet
Medical Office	1 stall per 200 square feet
Veterinary Office	1 stall per 200 square feet
Personal Service	1 stall per 350 square feet
Business Service	1 stall per 350 square feet
ATM	3 stalls
Financial Institution	1 stall per 200 square feet, plus 4 stacking stalls per drive-in lane
Upholstery/Furniture Repair	1 stall per 400 square feet
Restaurant	1 stall per 3 seats to maximum capacity <u>OR</u> 1 stall per 100 square feet, plus 1 stall per employee on largest work shift
Fast Food Restaurant with Drive-In	1 stall per 3 seats to maximum capacity
General Retail	1 stall per 200 square feet
Convenience Store	1 stall per 100 square feet
Supermarket	1 stall per 100 square feet of sales area, plus 1 stall per 200 square feet of storage
Building Contractors Supply	1 stall per 1,000 square feet
Heavy Equipment Sales	1 stall per 1,000 square feet of building space
Automotive Service/Repair	2 stalls, plus 4 stalls per service bay or repair stall
Gasoline Sales and/or Service	4 stalls plus 1 stall per gasoline pump, plus 4 stalls per service bay or repair stall
Car Wash	parking and waiting space equivalent to 3 times the service capacity of the use

<b>PARKING REQUIREMENTS TABLE (Continued)</b>	
<b>USES</b>	<b>MINIMUM NUMBER OF STALLS</b>
<b>COMMERCIAL (Continued)</b>	
Hotel/Motel	1 stall per guest room, plus 1 stall per employee on largest work shift
Entertainment Facility	to be determined by Planning Commission based on proposed project
Temporary Festival	to be determined by Planning Commission based on proposed festival
Home Occupation	same as principal use
Self-Storage Facility	4 stalls, plus 1 stall per employee on site
Adult Entertainment	1 stall per 75 square feet
Tower, Communications or Other	None
<b>INDUSTRIAL</b>	
Light Industry	1 stall per 750 square feet
Warehousing and Wholesaling	1 stall per 1,000 square feet
* To be determined by the Planning Commission based on proposed function/use.	

**3.2.2 Parking Design Standards** A required off-street parking stall shall be nine (9) feet in width and eighteen (18) feet in length, exclusive of access drives or aisles, ramps, columns, or office work areas. The length of parking stalls can be reduced to sixteen and one-half (16.5) feet including wheel stop if additional space of one and one-half (1.5) feet in length is provided for the front overhang of the car.

- A. **Stall and Aisle Dimensions** Horizontal widths for parking rows and aisles shall be provided at widths no less than listed in the table below. For parking angles not shown in the table, dimensions shall be interpolated by the Mayor or his designee.

<b>PARKING STALL AND AISLE DIMENSIONS</b>					
	One-Way Parallel*	Angle of Parking Space from Perpendicular			
		30	45	60	90
Depth of Stall	9'	17'	18'	18'	18'
Driving Aisle	12'	12'	13'	18'	24'

\* The length of parallel parking stalls shall be twenty-two (22) feet.

- B. **Access** Each required off-street parking stall shall open directly upon an aisle or driveway that is wide enough and designed to provide a safe and efficient means of vehicular access to the parking space. All off-street parking facilities shall be designed with an appropriate means of vehicular access to a road, in a manner which least interferes with traffic movements.
- C. **Parking Area Surface** Parking areas shall be paved with asphalt or concrete in order to protect against potholes, erosion and dust. For low-use parking areas, the

Planning Commission may consider gravel, grass paving materials, or other alternative surfaces. All paved lots shall be marked with paint-striping.

- D. **Tire Stops** Tire stops shall be required where stalls are adjacent to slopes of 25 percent or greater.
- E. **Landscaping** *See landscaping standards for parking areas.*

**3.2.3 Handicapped Parking** Handicapped parking stall requirements shall be according to state and federal regulations which require two (2) percent of all stalls provided (or a minimum of one (1) for less than twenty stalls) be set aside and designated for the use of the physically disabled. Two (2) percent is regarded as the very minimum and twice this amount is preferred. Handicapped stalls shall be 12'6" wide and located as near as possible to building entrances. They should also be clearly marked for use of the handicapped and follow all federal and state design requirements.

**3.2.4 Compact Parking Spaces** The minimum Compact Parking stalls shall be no less than 8.5 feet by 16 feet for surface parking or eight feet by 16 feet if in a parking structure and properly marked as a compact space. No more than 20 percent of the required spaces for the proposed use may be designated as compact.

**3.2.5 Required Internal Pedestrian Walkways** In developments that contain internal circulation, rather than a direct relationship to roads, walkways shall be provided from the public sidewalk or street right-of-way to the building(s). Walkways shall be a minimum of five (5) feet in width and shall be designed to be distinguishable from driving surfaces. Walkways shall be provided along the full length of the building on any side which provides building access to the public or where public parking is available. Depressed curbing and ramps for handicapped access shall be provided at appropriate locations

**3.2.6 Alternative Parking Requirements** To avoid requiring more parking stalls than are actually needed, the Planning Commission may consider the following alternatives:

- A. **Shared Parking** The Planning Commission may authorize a reduction in the total number of required parking spaces for two or more uses jointly providing off-street parking when their respective hours of need of maximum parking do not normally overlap. The developer shall submit sufficient data to demonstrate that hours of maximum demand for parking do not normally overlap. Furthermore, the developer must submit a written agreement, to which the Town shall be a party with enforcement authority, approved by the town attorney, guaranteeing the joint use of the off-street parking signed by all the property owners involved as long as the uses requiring parking are in existence and a conflict of traffic between the uses is not created. The agreement shall include provisions for maintenance of the parking facility and shall contain covenants running with the lands of both the dominant and subordinate parcel.

- B. **Deferred Parking** The Planning Commission may allow some portion of the required parking spaces to be deferred if the following conditions are met. At the discretion of the Planning Commission, a parking study or other evidence shall be prepared and submitted which demonstrates that there is not a short-term need for the number of parking stalls ultimately required. After a favorable recommendation by the Town Planner, a deferred parking plan shall be prepared which contains sufficient space to meet the full parking requirements of this ordinance. The plan shall illustrate the layout, including landscaping, for the full number of parking stalls, and shall designate which parking stalls are to be deferred. The plan shall be accompanied by a written performance agreement specifying that at any later time, the deferred stalls shall be developed to conform to the requirements of this ordinance at the developer's expense should the Planning Commission determine that the additional spaces are needed.
- C. **Off-Site Parking** The Planning Commission may allow off-site parking for properties located within the Village zoning district. Such off-site parking shall be within 500 feet of the property which it is intended to serve. The developer must submit a written document, signed by all involved property owners, verifying the arrangement for off-site parking.
- D. **Historic Preservation Exemption** The preservation of any property that is located within an Historic District Overlay, listed on the National Register, or otherwise identified as being historic in the Town of Nolensville Comprehensive Plan may be grounds for a reduction in, or complete exemption from, the parking requirements in this article. The reduction or exemption needed to allow a viable use of the historic structure shall be granted unless a substantial parking shortage or traffic problem will result. The Planning Commission is authorized to grant exemption.

### 3.3.0 OFF-STREET LOADING REQUIREMENTS

**3.3.1 Loading Area Requirements Table** The number of designated loading areas required for each land use classification is established in the table below.

<b>LOADING AREA REQUIREMENTS TABLE</b>		
<b>Land Use</b>	<b>Gross Floor Area (square feet)</b>	<b>Loading Areas</b>
Building contractors supply, heavy equipment sales; restaurant, drive-in restaurant; warehouse, distributive business; wholesale; heavy manufacturing	Less than 2,000	None
	2,001 to 10,000	1
	10,001 to 25,000	2
	25,001 to 60,000	3
	60,001 to 100,000	4
	Each additional 80,000	1
Funeral Home	Less than 2,500	None
	2,501 to 5,000	1
	Each additional 10,000	1
Light manufacturing; power plant, water treatment plant	Less than 5,000	None
	5,001 to 20,000	1
	20,001 to 40,000	2
	40,001 to 60,000	3
	60,001 to 100,000	4
	Each additional 80,000	1
Retail, supermarket; automobile service/repair; upholstery/furniture repair; veterinary office; theater; entertainment facility	Less than 10,000	None
	10,001 to 25,000	1
	25,001 to 40,000	2
	40,001 to 60,000	3
	60,001 to 100,000	4
	Each additional 150,000	1
Financial institution; professional office, medical office; hospital; nursing home, group home (9 or more residents); retirement center; hotel/motel; elementary and secondary education	Less than 10,000	None
	10,001 to 100,000	1
	100,001 to 300,000	2
	Each additional 300,000	1

**3.3.2 Loading Area Design Standards** The minimum required dimensions of loading areas, open or enclosed, shall be 12 feet in width by 55 feet in length, with a minimum vertical clearance of 15 feet. Where tractor-trailer units will be using the facility, the minimum length shall be 65 feet. All open loading areas shall be surfaced with concrete, or other hard-surfaced dustless materials, and shall be constructed to provide for adequate drainage. No loading area shall be located within the right-of-way of a public street. At no time shall any part of a truck or van be allowed to extend into a public thoroughfare, public right-of-way or parking area (driving aisle or parking stall) while the truck or van is loading or unloading. Loading areas shall be designed as integral parts of an overall development plan and shall be properly related to existing and proposed buildings. Required loading areas and associated aisles and maneuvering areas shall be used for vehicle loading/unloading only.

**3.3.3 Loading Area Location** Loading areas shall not be oriented toward a public street except in the OI zone.

**3.3.4 Loading Area Screening** *See Landscaping for screening standards for loading areas.*

**3.3.5 Loading Areas Adjoining Residential Uses** Whenever a loading area abuts residentially zoned land, or existing residential uses, the provisions of this specific article shall determine the design of the loading area.

- A. Where nonresidential buildings of less than 10,000 gross square feet have loading areas facing residential uses or property zoned Estate Residential, Suburban Residential, Urban Residential, or Village, they shall provide the Standard C Buffer Yard between the loading area and the residential use or zone.
- B. For all nonresidential buildings over 10,000 gross square feet, the loading area shall be sheltered in a shed. The following standards shall be followed in the design of the shed.
- C. All loading bays shall be enclosed by the shed, so that trucks of 55 feet total length or less are fully screened within the shed when parked at any loading bay.
- D. All trash storage, whether individual containers or dumpsters, shall be enclosed within the shed, or similarly completely screened from all residential properties.
- E. The loading shed may be configured as a shed or using some other roof form intended to reduce the apparent building bulk to neighboring properties.
- F. The exterior of the shed shall be constructed of materials that make it blend with the overall architecture of the building and the rear of structures facing residential uses or residential zoning shall be of similar materials to the front of the building.



### **3.4.0 ACCESS STANDARDS**

**3.4.1 General Access Requirements** Access to public roads and highways in Nolensville shall be carefully controlled to ensure that the congestion created by turning movements is reduced to an absolute minimum.

- A. Each lot shall have access that is sufficient to afford a reasonable means of ingress and egress for emergency vehicles, as well as for all those likely to need or desire access to the property on a regular basis.
- B. Most uses and development sites shall be discouraged from having more than one point of access.
- C. In no case shall a lot with under 100 feet of frontage have more than one access point. In instances where more than one point of access is required because of the site or development size, corner location, or other circumstances, the number shall be minimized by combining access points when possible.
- D. Every development application for site plan review, shall plan for pedestrian access and provide sidewalks to a minimum width of five (5) feet along all public street frontages. Sidewalks shall not be required in the OI zones except along major roads.
- E. Non-residential development sites which adjoin at side yard lot lines shall provide cross-access to adjacent sites through reserved access easements and subsequent development of cross-access drives.
- F. Access points for uses fronting on major streets within the CS and V districts shall be separated from each other and any intersecting street by the greatest distance possible. Wherever feasible, this distance shall not fall below 200 feet. Parallel access or reverse frontage roads shall be encouraged to increase the distance between intersections to 400 feet wherever possible.
- G. The use of alleys that provide rear access, especially for commercial deliveries and employee parking, residential services (i.e. garbage collection), and fire and other emergency services, shall be encouraged.
- H. Uses at the intersection of a major street and a local or a less traveled road must take access from the local or less traveled road.

**3.4.2 Traffic Impact Studies** The purpose of a traffic impact study shall be to identify what on-site or off-site improvements, if any, are necessitated to offset the additional traffic generated by a proposed level of development. Such improvements might include the provision of traffic signals, turning lanes or road widening.

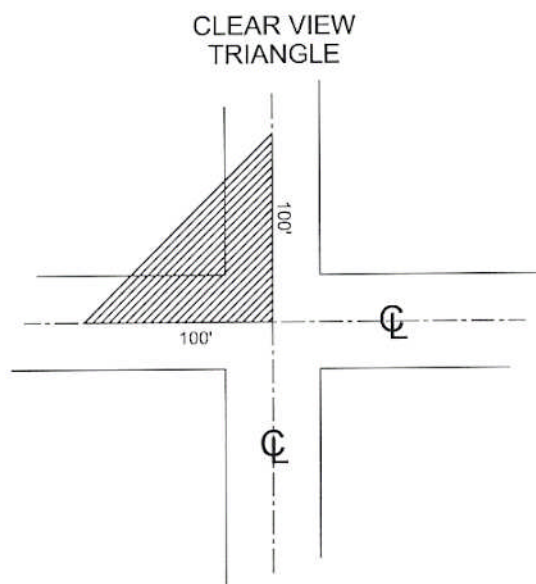
- A. **Traffic Impact Study Required** A traffic study may be required by the Planning Commission for any proposed final site plan or subdivision which contains:
  - 1. residential developments with more than 100 dwelling units;
  - 2. non-residential developments of more than 50,000 square feet; or

3. residential uses, non-residential uses or thereof which would be expected to generate 1,000 vehicle trips or more per day, or 100 or more peak hour trips per day.
  - B. **Study Requirements** A traffic study shall contain analysis of each access point that the development has to an existing roadway. Access points to be analyzed include public roads, joint permanent access easements and private driveways. The Planning Commission may also require the study to analyze any off-site traffic impacts generated by the proposed development. The Town Planner will determine the extent of the study. If the development is to be phased, the sequence and timing of a development shall be incorporated into the traffic impact study. For projects, which include multiple phases and/or multiple buildings, the Planning Commission shall certify the scheduling of improvements through the site plan approval process. If no phasing is identified in the approved traffic impact study, all study recommendations shall be satisfied at the initial stage of development.
  - C. **Waiver of a Traffic Impact Study** A traffic study may be waived in cases where the applicant and Planning Commission agree on the nature and scope of the applicant's responsibilities for mitigating the impacts of traffic generated by the development.
  - D. **Approval of a Traffic Impact Study** The traffic impact study shall be approved by the Planning Commission, with all applicable requirements incorporated into any site, subdivision and building plans.
  - E. **Implementation of a Traffic Impact Study** The traffic impact study may take into account any improvements which have been funded and scheduled for construction. Any required traffic improvements which have not been funded or otherwise completed by the Town of Nolensville shall be completed by the developer within the time frame of conditions as established by the Planning Commission. When it can be demonstrated that a development will only partially contribute to the need for additional off-site improvements, the Planning Commission may require a pro-rata contribution. The Mayor or his designee will certify that all traffic improvements to be provided by the developer of property owner have been completed before a certificate of occupancy shall be issued.
- 3.4.3 Access Plan** In order to minimize the number of access points on arterial and collector roads, the Town Planner shall, when the first development occurs in a previously undeveloped area, prepare an access plan for the area. All land owners shall be required to conform to this plan in order to get site plan or subdivision approval. The access plan shall be approved by the Planning Commission
- 3.4.4 Temporary Access** All proposed development plans must meet the requirements of Article 3.4.1; however, no developer shall be denied site plan approval for the sole reason that a property cannot meet the standards of Article 3.4.1. Rather, a temporary access may be permitted which shall expire when the permanent access to the property via adjoining parking lots, parallel access, or reverse frontage roads becomes feasible. The

property owners shall pay the cost of closing the temporary access and connecting to the permanent access.

**3.4.5 Road Right-of-Way Construction** Roads and their rights-of-way shall be constructed and provided in accordance with the Town of Nolensville Subdivision Regulations. In addition, the requirements in Article 3.4.1 must also be met.

**3.4.6 Clear View of Intersecting Roads** In order to provide a clear view of intersecting roads to motorists, there shall be a triangular area of clear vision formed by the two intersecting roads. The triangular area shall be formed by a point on each road centerline, located 25, 50, or 100 feet from the intersection of the road centerlines, and a third line connecting the two points. The size of the triangular area shall be a function of traffic volume and speed. On any portion of a lot that lies within the triangular area described and illustrated above, nothing shall be erected, placed, planted or allowed to grow in such a manner that materially impedes vision between a height of 30 inches and eight (8) feet above the grade at the two road centerlines.



**3.4.7 Private Roads** In the Estate Residential zoning district, a 22-foot wide paved surface located within a 50 foot wide easement shall be required for subdivisions having three (3) to seven (7) lots with an overall maximum density of one unit per 1.5 acres. Gravel surface may be allowed by the Planning Commission for not more than two (2) lots. The base and sub-base of such road shall meet standards contained in the Town of Nolensville Subdivision Regulations for public roads. All lots taking access from the easement will be included in the calculation for permitted lots. Private roads serving developments with less density than one unit per 1.5 acres are permitted for residential developments

provided they conform fully to the standards contained in the Town of Nolensville Subdivision Regulations for public roads. All lots shall have a building envelope 200 feet apart or fire hydrants will be required.

- A. All private roads must be inspected according to the provisions of the Town of Nolensville Subdivision Regulations.

#### **3.4.8 Common Driveways**

- A. In the Estate Residential district development, Urban Residential and Suburban Residential districts no more than two (2) residential lots may take access from a common driveway. The driveway shall be in an easement with a minimum width of 50 feet and require that property owners share in the expenses for maintenance of the driveway.
- B. All driveways approved under this section must comply with Section 5 of the International Fire Code, most recent edition adopted by the Town, for standards for fire apparatus access roads.

#### **3.4.9 Minimum Road Frontage** Each lot, including lots located on a cul-de-sac and lots located on a curve shall have a minimum road frontage equivalent to 75% of its minimum required width. A minimum street frontage length of 50 feet shall be required in all districts.

- A. Lots in the Estate Residential district may have private driveways within easements. When a private driveway within an easement to a public road is used as access to a lot, this easement must have a minimum width of 50 feet and be at least 300 feet from the public road. No more than three (3) homes may be served by an individual easement unless specifically approved by the Planning Commission through a subdivision plat.
- B. Where common driveways are permitted by the Planning Commission, per Article 3.4.8, this requirement shall apply to only one of the three lots.

#### **3.4.10 Paved Apron** All new gravel surface driveways or gravel private roads shall have a paved apron at the connection with a public road; apron to be paved from the existing pavement edge of public road to the property line, a minimum pavement length of twenty (20) feet and have a minimum ten (10) feet radius. This requirement also applies to existing gravel driveways or private roads that add new lots that share the driveways or private roads.